

Pacific Motorway (M1) Oxenford Interchange (Exit 57) upgrade

Frequently Asked Questions

What is the main priority of the project?

Key priorities of the upgrade are to improve motorist safety by reducing queuing on the Pacific Motorway (M1) and improving traffic flow through the interchange.

What will the upgrade cost and who is funding it?

The \$25 million upgrade is funded by the Queensland Government.

What will the upgrade include?

The upgrade will include the following:

- additional east and westbound lanes through the interchange to increase capacity, improve traffic flow and ease congestion.
- additional turning lanes from the Pacific Motorway (M1) off-ramps to increase capacity of the interchange, reduce congestion and improve safety of the motorway.
- an additional left-turn lane from Heathwood Drive to the interchange will provide two signalised left-turn lanes. This will improve pedestrian safety through provision of signals and alleviate queuing through the intersection which blocks eastbound movements.
- more efficient traffic flow by reducing the number of traffic signal phases at the Heathwood Drive/Old Pacific Highway intersection. This will be achieved by removing the right-turn movements from:
 - Heathwood Drive to Tamborine-Oxenford Road
 - Old Pacific Highway to the interchange.
- installing a U-turn facility on Tamborine-Oxenford Road to enable westbound traffic to travel east. This will help mitigate the impacts from the removal of the right turn from Old Pacific Highway to the interchange.

How has the upgrade project progressed?

Planning for the upgrade commenced in early 2018. The design process started in November 2018 and involved community consultation which concluded in June 2019. Construction of the upgrade is scheduled to begin by September 2019 and is expected to take 12 months to complete (weather and construction conditions permitting).

When will construction of the upgrade start?

Construction work is expected to commence in September 2019 with early works due to begin in August 2019.

What will construction involve?

Given the large volume of traffic this interchange accommodates, the majority of construction work will occur at night to minimise the impacts to traffic and local businesses.

The traffic management component of the project will be extensive. The construction contractor will be required to maintain traffic flow during peak travel periods through the interchange as work is undertaken.

The project team has devised a construction program with the intent to minimise impact on the local community within the shortest time possible. This program will require 12 months to complete. Construction of the upgrade is scheduled to commence in September 2019 and is expected to be complete by September 2020 (weather and construction conditions permitting).

Construction tasks involve underground service works, drainage works, bulk earthworks to widen roads, construction of new roads and footpaths, new and upgraded traffic signals, new overhead and on-road directional signage, installation of energy efficient lighting, asphaltting and line marking.

What will be the impacts to business during construction?

The construction contractor is required to make every effort to minimise the impacts on the local community, including local businesses.

During construction, speed limits will be reduced and traffic may be temporarily realigned. Any impacts to private property access will be brought to the attention of the business/resident in advance. Temporary access arrangements will be discussed and agreed to before any work commences. Traffic controllers will be on hand to safely assist motorists during works.

Are land resumptions required?

No. TMR has strived to use all available land within the existing road corridor without the need to resume adjacent private land. All available land, including all available space on the bridge structure, is being used to widen the interchange to accommodate for the additional lanes.

How does the upgrade alleviate congestion through the interchange?

There are a number of design features that will reduce queuing on the Pacific Motorway (M1) and improve traffic flow through the interchange. These include:

- additional eastbound and westbound lanes through the interchange
- additional turning lanes from the Pacific Motorway (M1) off-ramps
- an additional left-turn lane from Heathwood Drive to the interchange, providing two signalised left-turn lanes
- increased traffic signal “green time” at the Heathwood Drive/Old Pacific Highway intersection by reducing the number of signal phases
- redistributing motorists from the heavily congested Old Pacific Highway to Tamborine-Oxenford Road, which has the capacity to accommodate additional traffic
- a U-turn facility on Tamborine-Oxenford Road
- synchronising and upgrading traffic signals

- installing new improved overhead directional signage and on-road directional marking
- Yellow box intersection line marking to reinforce 'no queuing' areas within intersections.

Why can't the design include separate fly-overs and a more significant upgrade?

TMR has undergone an exhaustive design process to identify the most effective design that can be constructed within the \$25 million project budget. A number of design alternatives have been assessed through a preliminary and detailed design phases. The final design uses all available land and the existing bridge structure to maximise the area available to widen the interchange to accommodate additional lanes.

Why does the right-turn from Old Pacific Highway (northbound) to the interchange need to be removed?

The volume of traffic travelling northbound on the Old Pacific Highway wanting to turn right to the interchange is significant. During morning and afternoon peak periods, this movement is resulting in heavy congestion along the Old Pacific Highway. Both this movement, and the adjacent right turn from Heathwood Drive (southbound) to Tamborine-Oxenford Road, is adding to the congestion at this intersection. This has a detrimental effect on the overall efficiency of the interchange.

By reducing the number of traffic movements (and signal phases) at this intersection, motorists will experience more green time enabling traffic to flow more efficiently.

Why can't the design include a free-flowing left turn from Heathwood Drive (southbound)?

This movement was investigated by TMR, however, data shows the majority of vehicles from Heathwood Drive are heading towards either the Pacific Motorway (M1) southbound or Hope Island (4172 per day) rather than northbound (332 per day).

The solution is two signalised left-turn lanes from Heathwood Drive and two additional eastbound lanes through the interchange will be delivered. This will increase left-turn capacity and help to reduce congestion on Heathwood Drive and across the interchange.

What is the design based on?

The design is the result of a rigorous process based on 2018 traffic counts. Stakeholder feedback regarding congestion, heavy vehicle movements and access issues has also been assessed. This data has informed the design team about the volume of traffic using the interchange and at what time. Congestion hot spots during peak hours have been thoroughly investigated and form the basis of the final design.

How has community feedback been responded to?

All feedback conveyed to the project team, either via phone, email, online or in person, has been considered by the project team. Feedback was received from a wide range of community members, including property owners, nearby schools, adjacent businesses, local residents, motorists and the broader community.

The new U-turn facility on Tamborine-Oxenford Road has been included in response to the community's concern about the removal of the right turn from the Old Pacific Highway (northbound) to the interchange.

What will construction involve?

Key construction activities will include:

- underground electrical service upgrades
- installing new drainage infrastructure
- bulk earthworks to widen the road (for additional traffic and turning lanes)
- constructing new roads and footpaths (asphalt and concrete works)
- some vegetation clearing to enable widening and construction of the new roads and footpaths
- installing upgraded traffic signals and signalised pedestrian crossings (including underground electrical and Intelligent Transport System infrastructure)
- constructing new concrete medians and kerbs
- installing new directional signage including overhead signage to improve wayfinding
- installing new energy efficient road lighting
- reinstating solar panel infrastructure
- cleaning and maintenance of the water retention areas on the eastern side of the interchange
- extensive traffic management to maintain traffic flow throughout construction.

How can I get more information?

For more information, contact the project team on 1800 183 761 (during business hours, 9am–5pm, Monday–Friday). Regular project and construction updates will be issued during construction. You can register your interest in receiving these updates by providing your email address to the project team via:

Phone: 1800 183 761 (during business hours, 9am–5pm, Monday–Friday)

Email: exit57@tmr.qld.gov.au